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**From:** Alexander, David [Alexander.David@epa.gov]  
**Sent:** 7/17/2014 7:24:00 PM  
**To:** Miller, Anthony [Miller.Anthony@epa.gov]; Wick, Anne [Wick.Anne@epa.gov]  
**CC:** Werner, Jacqueline [Werner.Jacqueline@epa.gov]  
**Subject:** RE: new DPF-Delete information from the field

**AWP / Ex. 7(D) / Ex. 7(A) / Ex. 7(C)**

David E. Alexander, Attorney  
Air Enforcement Division (2242-A)  
(202) 564-2109

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**From:** Miller, Anthony  
**Sent:** Thursday, July 17, 2014 2:01 PM  
**To:** Wick, Anne  
**Cc:** Alexander, David; Werner, Jacqueline  
**Subject:** RE: new DPF-Delete information from the field

Anne,

**AWP / Ex. 7(D) / Ex. 7(A) / Ex. 7(C)**

Tony Miller  
Chemical Engineer  
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Do not release this email. This is deliberative process privileged and may be confidential attorney-client communication.

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**From:** Wick, Anne  
**Sent:** Thursday, July 17, 2014 11:33 AM  
**To:** Brown, Lisa@ARB  
**Cc:** Miller, Anthony; Alexander, David; Werner, Jacqueline  
**Subject:** RE: new DPF-Delete information from the field

**AWP / Ex. 7(D)**

# AWP / Ex. 7(D)

Anne Wick, Mechanical Engineer  
Vehicle and Engine Team Leader  
202-564-2063

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**From:** Brown, Lisa@ARB [mailto:lbrown@arb.ca.gov]  
**Sent:** Thursday, July 17, 2014 1:20 PM  
**To:** Wick, Anne  
**Cc:** Miller, Anthony; Alexander, David; Werner, Jacqueline  
**Subject:** RE: new DPF-Delete information from the field

# AWP / Ex. 7(D)

--Lisa Brown

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**From:** Wick, Anne [mailto:Wick.Anne@epa.gov]  
**Sent:** Thursday, July 17, 2014 10:09 AM  
**To:** [Ex. 7(C)] Brown, Lisa@ARB  
**Cc:** Dave Martinez; Miller, Anthony; Alexander, David; Werner, Jacqueline  
**Subject:** RE: new DPF-Delete information from the field

The web chatter is that these are H&S clones and sold by FloPro. Any information about that?

Anne Wick, Mechanical Engineer  
Vehicle and Engine Team Leader  
202-564-2063

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**From:** [Ex. 7(C)]  
**Sent:** Thursday, July 17, 2014 11:30 AM  
**To:** Wick, Anne; lbrown@arb.ca.gov  
**Cc:** Dave Martinez; Miller, Anthony; Alexander, David; Werner, Jacqueline  
**Subject:** new DPF-Delete information from the field

Anne & Lisa,

A new diesel performance DPF-Delete and EGR-Delete tuning company recently emerged. The name is "Torque Technologies" and they appear to operate out of Canada (<http://torquetech.ca/>); however, these devices are showing up throughout the United States. Below is a sample of key features from their web page. The "Adjustable Settings" narrative highlights that they violate the Clean Air Act (DPF and EGR Defeat features) and the TREAD Act (TPMS Disable).



## PERFORMANCE TUNING FOR YOUR DIESEL PICKUP

HOME PRODUCTS UPDATES TECH SUPPORT CONTACT

### T1 - Tuner Monitor

2011-2012 6.7L Ford Powerstroke

Power Levels Parameters Adjustable Settings

#### Speed Limiter

You can adjust the speed limiter during the initial download stage. You can select any speed between 60 and 160 MPH. The factory default on most 6.7L Powerstrokes is 160 km/h or 99 MPH.

#### DPF Present or Removed Tuning

The T1 unit allows you to tune your vehicle for DPF Removed race use. This allows you to achieve the "w/o DPF" power levels and safely remove the DPF without triggering any unwanted engine codes. If you select DPF Present tuning during the initial download, you will need to keep the factory sensors plugged into the exhaust. Otherwise, the sensors are not required to go back into the exhaust. The DPF Removed tuning will also disable the EGR system. You can either delete the EGR or leave it in the vehicle. Unplugging the sensors on the EGR is not required.

#### Tire Size Calibration

You can adjust the tire size at anytime from the "User Options". This allows you to calibrate your speedometer to adjust for larger than stock sized tires. We suggest taking a physical measurement of the tires for the most accurate calibration. You can also check the accuracy of your speedometer calibration by using a GPS or speedometer smart phone app.

#### Disabling / Adjusting TPMS

Most 6.7L Powerstrokes are factory equipped with a Tire Pressure Monitoring System. The purpose of the TPMS is to notify the driver of any fluctuations in tire pressure against the factory specifications. The T1 tuning allows for the front and rear TPMS levels to be adjusted or disabled independently.

Your front and rear TPMS specs can be adjusted from 0-120 PSI. You can also disable and completely remove the TPMS sensors from the vehicle. This option only takes a few seconds to change and can be adjusted at any time from the Tire Pressure Calibration menu.

*Please Note: TPMS adjustments will not take full effect until the vehicle is in motion. It can take up to 10km of driving for the adjustments to fully calibrate.*

#### Safety Detuning

You can control the detuning limits in the "User Option" menu. This allows you to set a maximum value for specific parameters to reach before detuning your vehicle to avoid any damage that could be caused to your engine.

## FEATURES

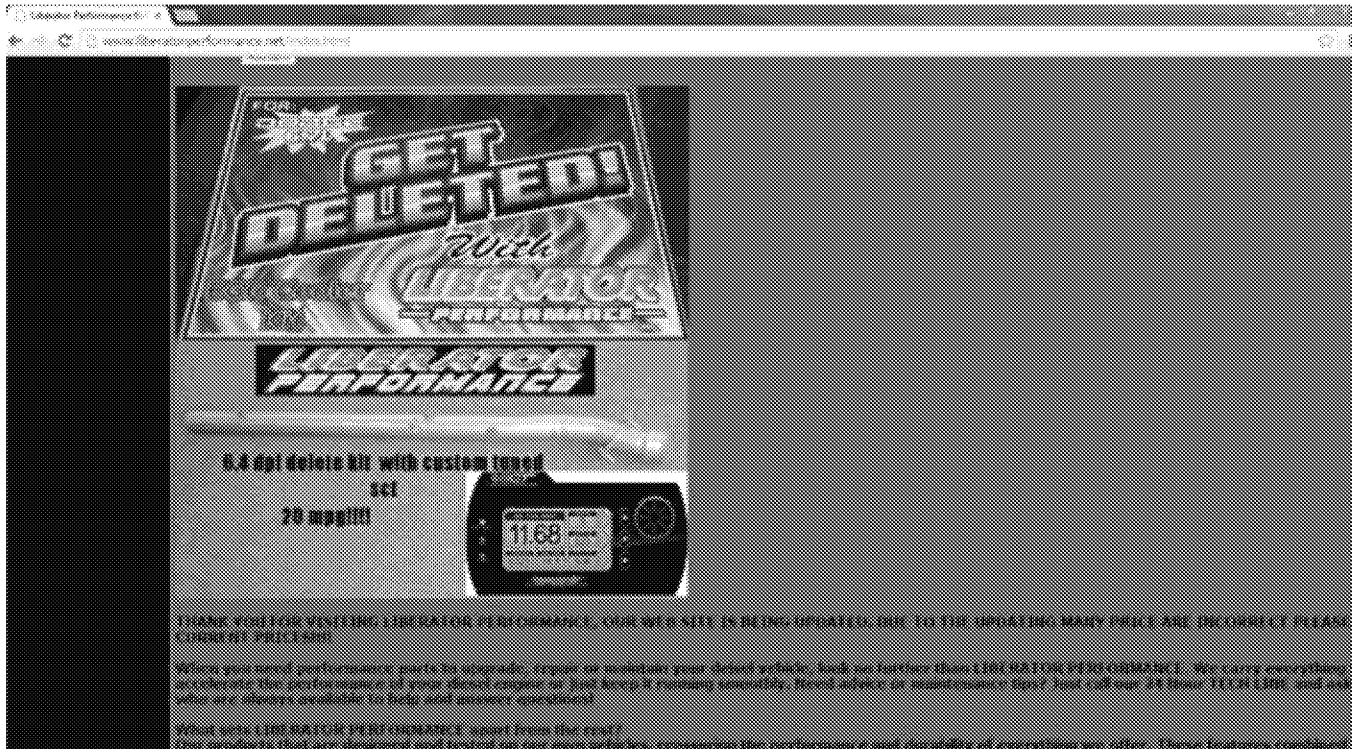
- DPF Present or Removed Tuning
- 4.3" Touch Screen Display
- Positive Lock RJ45 Connections
- No Ignition/Power Wire Required
- Easy to Hide 6" Ribbon Cable
- Read & Clear OBDII Codes
- Simple Internet Updates
- 5 Selectable Display Parameters
- Switch on the Fly Power Levels
- Auto Dim Detection
- Safety Detuning Parameter Settings

They are generating some buzz in the diesel enthusiast forums:

<http://www.cumminsforum.com/forum/4th-gen-performance-parts-discussion/1129866-tt-t1-diesel-tuner.html>

Torque Technologies is a relative newcomer to the diesel tuning space; however, H&S, EFI-Live, and SCT are still the main suppliers in the field. Below is an example of a dealer in Pennsylvania selling EGR-Delete and DPF-Delete on his home page - <http://www.liberatorperformance.net/index.html>. You'll note the SCT device is a key component of the Delete Kit! Our field representative reported the following after a local consumer show – "We had a couple of

customers say they are still able to get H&S DPF delete systems. [Name redacted] at Liberator said they are still doing H&S DPF delete installs."



Regards,

**Ex. 7(C)**